

U.S. ENVIRONMENTAL PROTECTION AGENCY
POLLUTION/SITUATION REPORT
Aliquippa Tin Mill Site - Removal Polrep



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region III

Subject: POLREP #13
Removal Action - Cleanup Complete
Aliquippa Tin Mill Site
Z3PC
Aliquippa, PA
Latitude: 40.6071866 Longitude: -80.2372549

To: Fran Burns, USEPA Region 3
RRC Regional Response Center, USEPA Region 3
MSTC Gilbert Mijarez, USCG NPFC
Kevin Halloran, PADEP

From: Deborah Lindsey, On-Scene Coordinator

Date: 1/31/2020

Reporting Period: 8/15/2019 - 12/30/2019

1. Introduction

1.1 Background

Site Number:	Z3PC	Contract Number:
D.O. Number:		Action Memo Date:
Response Authority:	OPA	Response Type:
Response Lead:	EPA	Incident Category: Removal Action
NPL Status:	Non NPL	Operable Unit:
Mobilization Date:	10/9/2018	Start Date: 6/28/2017
Demob Date:	11/18/2019	Completion Date:
CERCLIS ID:		RCRIS ID:
ERNS No.:		State Notification:
FPN#:	E17309	Reimbursable Account #:

1.1.1 Incident Category

The Site is the location of a discharge of oil into the Ohio River.

1.1.2 Site Description

The Site includes an outfall from the former J&L Aliquippa Works/Tin Mill facility. A large volume of heavy oil, similar in appearance to Number 6 Fuel Oil, was observed coating the bank of the Ohio River for several hundred feet. A demarcation of oil contamination was observed on the bank which tapered from a few inches on the ends to approximately six feet in the middle

1.1.2.1 Location

The outfall is located on the bank of the Ohio River at approximately river mile marker 18 near the Ambridge-Aliquippa Bridge in Aliquippa, Beaver County, Pennsylvania. The approximate position of the outfall is Latitude 40.6071866 and Longitude -80.2372549

1.1.2.2 Description of Threat

A significant discharge of oil from an outfall located on the Ohio River was reported on or about May 27, 2017. Pennsylvania Department of Environmental Protection (PADEP) Emergency Response personnel investigated and documented a large volume of heavy oil, similar in appearance to Number 6 Fuel Oil, was observed coating the bank of the Ohio River for several hundred feet. A demarcation of oil contamination was observed on the bank which tapered from a few inches on the ends to approximately six feet in the middle. A dark oil sheen containing globs of heavy oil extended out approximately 20 feet from the bank. PADEP personnel observed an outfall pipe with heavy oil residue coating the bottom 12 inches of the outfall pipe. The amount of discharge is not certain but oil globules and sheening continue to discharge from the outfall pipe.

1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results

On June 2, 2017, the FOSC conducted a preliminary assessment with the PADEP. The FOSC observed sheening and oil globules along the shoreline and additional sheening coming from the outfall. The PADEP utilized emergency funding and hired a cleanup contractor to place absorbent and containment boom while trying to locate the source of the oil. PADEP also had the material analyzed and confirmed that it was Number 6 Fuel Oil.

Given the observation of oil continuing to exit the outfall pipe and confirmation from analytical results that the material was an oil, the FOSC determined it appropriate to issue a PRFA to cover future costs to ensure an effective removal of the discharge or mitigation or prevention of a substantial threat of discharge.

2. Current Activities

2.1 Operations Section

2.1.1 Current Situation

EPA and ERRS contractor mobilized to the Site during the week of September 16, 2019 to begin cleanup operations on the riverbank.

The river height from when the spill was discovered (May 2017) through the spring of 2019 was on average a height of 16 feet to 18 feet. The river height throughout the summer of 2019 showed the level to be decreasing from 18 feet down to 13.5 feet. At the start of cleanup operations, the river height was 14 feet which exposed a significant amount of riverbank and river bottom to be included in the cleanup process.

EPA's START contractor marked off the impacted riverbank in 10-foot increments for tracking of progress and documentation of conditions. An assessment of the riverbank estimated that 360 feet of riverbank was impacted. The assessment also identified that the cleanup area along the 360 feet of riverbank could be divided into 4 discreet bands including the (1) a vegetative area, (2) an area consisting of soil, (3) a 2-3 foot gravel area and (4) the river bottom.

Cleanup operations began with clearing and grubbing impacted vegetation. Vegetation that showed black oil was cut back to remove any contamination. Root systems were not removed to allow for regrowth of vegetation. A larger area on the southside of the outfall was further cleared for storage of materials and contaminated sediments. Vegetation was then bundled and carried to a roll-off staged on-site for disposal

Access to the riverbank can only be accessed by a steep flight of stairs from the former Aliquippa Tin Mill property. Conducting operations from river access by a work barge proved cost prohibited. It was also not feasible to take heavy equipment down the hillside as initially planned. All cleanup operations were conducted by the ERRS cleanup crew using shovels and other hand tools.

From September 23, 2019 through September 27, 2019, cleanup operations began upstream of the outfall at cleanup marker 360. The crew began working in the first 20 feet of riverbank. The sediments of the river bottom were agitated by shovel to release any oil and sheening. Rainbow sheening, silver sheening and small amounts of oil were observed during these operations. The oil specs quickly turned to sheen. All sheening was contained within the absorbent booms and picked up with absorbent pads when possible. Oil coated rocks and bricks were also removed during the operations and staged in piles.

From September 30, 2019 through October 4, 2019, cleanup crews began operations to excavate the 2-3 foot gravel area along the riverbank starting at post 270. Crews removed the 3 feet gravel band along the length of the riverbank down to depth of 1 foot. In some areas the depth was extended to 2 feet if oil continued to be present in the subbase material. The excavated material was then staged on the adjacent riverbank to allow to dry out before final removal of material. Crews removed approximately 40 feet of the material on the south side of the outfall (post 230 to 270) and 80 feet on the north side of the outfall (post 30 to 110) during this period.

While excavation of materials was occurring, the OSC and the ERRS RM were evaluating options to then move the staged contaminated sediments from the riverbank to the staging area on the former Tin Mill property for disposal. Two (2) options were being evaluated including removal of sediments by a high-capacity vacuum truck or placing the contaminated material into 2000-pound capacity "super sacks" for removal by a crane. On October 7, 2019, a high-capacity vacuum truck was brought to the Site to determine its viability. 300 feet of hose was needed to go down the steps and access the excavated sediments staged for disposal. The operations worked initially until the hose continued to get clogged in various locations along the 300 feet of hose. After three hours of trying to vacuum up the contaminated materials, approximately 2 cubic yards of material were transferred to the roll-off from the vac truck. Additional material remained in the hose which would be removed with disposal of the hose. The crew was in agreement that the vacuum truck operations were not as successful as hoped. Option 2 of filling supersacks with the contaminated sediments and removal of sacks by a crane would be the final solution to move excavated material from the riverbank to the roll-offs for disposal.

The crew began prepping the riverbank for staging of the supersacks. Additional vegetation was removed on both the north and south side of the outfall for staging areas. The crew began consolidating oil covered rocks that had been previously staged along the northern and southern ends of the riverbank to the outfall area. Based on the size of the pile, the crew began carrying the oil covered rocks up the stairs for placement into the roll-off. Over three days of work, the crew removed 325 5-gallon buckets of oil covered rocks from the riverbank to the staged roll-off.

From October 11, 2019 through October 29, 2019, crews worked to excavate contaminated sediment, soils and rocks from the remaining 130 feet of impacted riverbank and river bottom from both the southern and northern side of the outfall. Remaining contaminated materials that were initially excavated and staged on the riverbank and not removed with the vac truck were placed into the super sacks. Super sacks were placed in the staging areas and excavated material was transferred into the sacks by five-gallon buckets. The crew finished the riverbank area from post 110 to post 190 which included removal of the 3-foot band of gravel material down to an average depth of 1.5 feet. The area closest to the vegetation was scraped removing all surficial contaminated materials. The material underneath appears to be brown soil/peat moss mixture. A large amount of oil contaminated rocks were removed. Crews agitated the river bottom while excavating the gravel area.

The crew then moved on to working on the north side of the outfall. This area was covered with a tar-like oil layer. In some areas, the tar-like oil layer was scraped off uncovering brown soil which was not impacted by oil. Other areas showed an oil layer trapped within the gravel band under the tar-like covering as well as oiled rocks. The area in front of the outfall had significant rainbow sheen and oil when the gravel/sediments were excavated and agitated. Scraping around the outfall proper showed large rocks with visual oil contamination. The large rocks could not be removed without impacting the stability of the hillside.

The crew then moved on to finish the area on the southern end of the outfall. The last 30 feet of the 3- foot gravel band was excavated from post 200 to 230 with agitation of the adjacent river bottom. Excavated sediments were placed into the staged supersacks. The southern side of the outfall was also covered with the tar-like layer. Brown soil was underneath the tar-like substance once removed. The gravel area in front of the outfall on the southern side was similar to the northern side showing heavier oil and sheening when excavated.

Excavation of impacted sediments, gravel and rocks and removal of all tar-like material was completed on or around October 28, 2019. A total of 45 supersacks were staged on the hillside ready to be lifted by the crane. All of the absorbent boom was changed out for continued monitoring of sheening from the work area. The hand rail and concrete area under the stairs were scraped to remove all residual oil and the

handrail was repainted.

On October 28, 2019, START deployed the EPA boat to take photographs of the riverbank after cleanup operations and before placing the rip-rap. A temporary chute was installed beside the steps leading down to the outfall to deliver gravel and rip-rap down to the river bank. Four (4) tons of gravel and fifteen (15) tons of No 4 rip-rap was delivered. The crew placed the crush-n-run gravel as a base in front of the outfall. From October 29, 2019 through November 8, 2019, the crew transferred the 15 tons of rip-rap down to the riverbank and placed approximately 50 feet of rip-rap on both sides of the outfall for a total of 100 feet. They also completed boom maintenance and final housekeeping of the riverbank. 100 feet of containment boom was left in place to conduct monitoring through June 2020 at the request of the PADEP.

During the cleanup of the riverbank, the OSC and ERRS RM were also working to secure a contractor to remove any remaining oil in the nestled piping which included four (4) lines of piping located near the corner of Woodlawn Road and Steel Street. The piping was left accessible after the Phase I work in order to remove any remaining oil. Attempts to obtain a contractor were unsuccessful based on a number of unknown variables and logistical constraints. On November 5, 2019, the four nestled pipes were closed-in-place. Each pipe was opened up and hydraulic cement was placed inside the pipe to fill approximately 12 inches vertically within the 4-inch diameter pipe. The temporary plugs were placed back on each of the pipe as an additional measure. After plugging all four pipes, the hole was backfilled with the crush-n-run gravel, compacted and brought to grade. Coordinates of the piping have been taken.

On November 12 through 13, 2019, a 90-ton crane mobilized to the Site and lifted all forty-five (45) super sacks containing the contaminated sediment, soil and rock from the riverbank to roll-offs staged by the access steps. Four (4) roll-offs containing approximately 70,000 pounds of contaminated debris were transported to the Waste Management American Landfill in Waynesburg, Ohio for disposal.

All equipment was demobbed from the Site from November 14, 2019 through November 18, 2019.

2.1.2 Response Actions to Date

Please see previous Polreps for complete description of response and cleanup activities undertaken through August 15, 2019. The following is a summary of actions taken to date:

6/1/2019 - 8/15/2019: EPA negotiated an access agreement with Genesee & Wyoming Inc, the parent company of the Aliquippa & Ohio River Railroad (AORR) which was signed on August 14, 2019. The agreement allows EPA and their contractors to cross the railroad tracks by foot multiple times a day and move equipment across the tracks as part of the riverbank cleanup. Coordination on federal and state requirements with the Army Corp Engineers, U.S Fish & Wildlife Service, PADEP and the State Historic Preservation Office were also completed and the requirements incorporated in the cleanup plans.

2/14/19 – 6/1/2019: EPA coordinated with state and federal agencies to identify requirements which may need to be addressed as part of the riverbank cleanup. EPA has coordinated with the Army Corp Engineers, U.S Fish & Wildlife Service, PADEP and the State Historic Preservation Office. EPA sent a Consent for Entry Agreement to the Aliquippa & Ohio River Railroad (AORR) on April 18, 2019 in order to cross the railroad tracks by foot multiple times of day and move equipment over the tracks as part of the riverbank cleanup. Negotiations for access were being conducted between Genesee & Wyoming Inc, parent company of AORR. No visible oil has been observed coming from the outfall. Residual oil and sheening appears to be coming from the oil contaminated riverbank and vegetation.

12/1/18 – 2/14/19: During the reporting period ERRS replaced the remaining 60 feet of the storm water conveyance system for a total of 300 feet of piping replaced between inlet #7 and #8. The excavation area was backfilled, compacted and graded. A pipe cleaning contractor utilized a vacuum truck to remove debris from the remaining 1300 feet of storm water piping that was not being replaced. A high-pressure jet washing machine was then ran through the 48-inch piping in an attempt to remove oil residue that was observed on the inside walls of the piping. Transportation and disposal of contaminated soil was completed with a total of 2,858 tons of contaminated soil disposed of off-site. A roll-off of oil contaminated booming and debris was also taken off-site. All of the boom (harbor boom and absorbent boom) were changed out after completing the replacement of the storm water piping. The amount of oil coming from the outfall decreased significantly during the reporting period to where no visual oil is coming from the outfall. Residual oil and sheening being collected within the booming appears to be coming from the oil contaminated riverbank and vegetation.

10/24/18 – 11/30/18: Replacement of the storm water piping began during the reporting period. The first 60 feet of piping replaced was also encapsulated with a flowable concrete fill to seal off the sidewalls of the excavation where the oil was observed seeping and to ensure that oil could not infiltrate the pipes. After replacing the first 60 feet of piping with the flowable fill, the amount of oil being discharged at the outfall decreased significantly. ERRS continued with the excavation of the existing metal piping and replacement with the HDPE piping in an eastern direction. Twelve 20-foot sections for a total of 240 feet of HDPE pipe have been installed through November 30th. Oil samples were collected from the outfall, nestled piping and seeps and sent to the USCG MSL for fingerprint analysis. Results showed that the samples from the outfall and seeps were a match. Oil from the nestled piping contained heavy fuel oil with characteristics different from those of the sample from the outfall. Transportation and disposal of oil contaminated soil began during the reporting period with 2,393 tons of contaminated soil have been properly disposed of off-site during the month. ERRS continued to conduct booming operations at the outfall.

10/8/18 – 10/23/18: EPA mobilized to the Site to begin actions to mitigate the discharge of oil to the Ohio River. EPA began excavations in the area of the December 2017 test pits to try and locate a discreet source of oil which was believed to be entering the stormwater conveyance system. EPA did not locate one discreet source in the excavated area. Instead, excavation in the area of the test pits discovered multiple oil seeps, oil lenses and pockets of oil contamination throughout the vertical profile both on the north and south sides of the stormwater piping. Groundwater was not visually impacted until oil seeps where encountered. Based on the results of the investigation, it is believed that the oil entering the storm water piping is from historical releases that are contained subsurface and seeping into the groundwater when a pathway is formed. The storm water conveyance system is acting as a conduit for the oil to enter the Ohio river. Since there is no discreet source of oil to remove, it was determined the most effective mitigation efforts are to replace 340 feet of metal storm water piping with HDPE piping and seal off any oil seeps from entering this section of the storm water conveyance system. Work began to replace the piping. Defensive actions at the outfall continued while replacement of the piping was taking place.

7/1/18 – 10/8/18: EPA has continued to conduct defensive actions at the shoreline with booming operations being conducted twice a week. Defensive actions include change out of booms along the shoreline, removal of any free product using sorbent pads and change out of snare inside the storm inlets. Disposal of a roll-off containing oil-contaminated sorbents and debris took place on July 26, 2018. Ceiling increase received on August 9, 2018. The OSC took actions to get EPA's contractor a Task Order to begin work. In addition, EPA requested site access from Property Owner. Site access delayed mobilization to the Site for approximately 4 weeks

5/1/18 – 7/15/18: EPA has continued to conduct defensive actions at the shoreline with booming operations being increased to twice a week on or about May 8, 2018. Defensive actions include change out of booms along the shoreline, removal of any free product using sorbent pads and change out of snare inside the storm inlets. Disposal of a roll-off containing oil-contaminated sorbents and debris took place on May 16, 2018.

1/01/18 – 4/30/18: EPA assumed the lead agency role for the investigation and defensive actions. Access was provided on or about January 26, 2018 at which time EPA took over defensive actions from the Property Owner. EPA conducted a historical review of the property in an attempt to locate any sources from both off-site and on the property. A utility line survey did identify the location of underground piping running in a north-south direction from the test pits where the cut piping was discovered. The utility line did not show any other underground sources. An OPA 90 Work Plan has been submitted to the NPFC requesting a ceiling increase to conduct removal activities at the location of the cut piping where oil has been observed entering into the storm drain system, the impacted storm drain system and cleanup of the shoreline. EPA is waiting on the approval for the ceiling increase while waiting for NPFC to review potential responsible party liabilities.

10/1/17 – 12/30/17: PADEP continued defensive actions at the outfall through the end of November 2017. Monitoring at the outfall continued to show an intermittent discharge of oil. PADEP and the Property Owner met to discuss actions at the property. Property Owner agreed to takeover defensive booming at the outfall and conduct test pits through a voluntary action. Test pits were excavated during the week of December 4, 2017. Test pits identified piping at approx. 4 feet below grade that had been cut and leaking oil. Contaminated soil was found in the vertical profile extending 20 feet to the storm drain system. On or about December 20, 2017, PADEP initiated discussions for EPA to take over as lead agency for assessment and removal activities. The transition from PADEP to EPA was finalized on or about January 4, 2018.

8/4/17 – 9/30/17: PADEP continued defensive actions at the outfall while trying to locate the source of oil. Monitoring at the outfall continued to show an intermittent discharge of oil. PADEP reports that analytical results from an off-site catch basin did not show the presence of oil which supports that the oil is not coming from an off-site source. PADEP continues to support that the source is from the Tin Mill property. Since the property has been razed and graded, PADEP believes that there is an underground source associated with historic operations.

5/26/17 – 8/3/17: The PADEP responded to an oil spill around MM 18 on the Ohio River. Oil was observed discharging from an outfall and impacted several hundred feet of shoreline. PADEP utilized their emergency contracting authority to hire a cleanup contractor to implement defensive actions to contain the oil while conducting efforts to identify the source of oil. Oil was observed in a storm drain system that ran along the perimeter of the former Aliquippa Tin Mill property. PADEP conducted a visual assessment of the properties in the vicinity of the outfall and could not locate any apparent source releasing oil. EPA OSC conducted a preliminary assessment on June 2, 2017 and observed sheening and oil coming from the outfall. A FPN was obtained and a PRFA was issued to PADEP to cover future costs for the removal of the discharge or mitigation or prevention of a substantial threat of discharge. PADEP worked with the Pennsylvania Department of Transportation (PENNDOT) who installed the storm drain system to perform a camera survey of the storm drain. The camera survey showed oil infiltrating into the storm drain at 4 locations on the northern end of the storm drain. PADEP continued efforts to locate the source of the oil and any responsible parties.

2.1.3 Enforcement Activities, Identity of Potentially Responsible Parties (PRPs)

EPA issued a Notice of Federal Interest to Betters Real Estate Holdings, LP, the current property owner of the former Aliquippa Tin Mill Site, in a letter dated June 28, 2017. Betters Real Estate Holdings, LP responded on July 6, 2017 stating that they do not believe that they are the Responsible Party since it is unknown where the source of oil is originating from.

Through their investigations, PADEP has identified that the source of oil is coming from the former Aliquippa Tin Mill property. PADEP is moving forward with enforcement actions on the current property owner. PADEP has issued Betters Real Estate Holdings a Notice of Violation.

As finalized in discussions with PADEP on January 4, 2018, EPA will take the lead on continued assessment and removal activities. EPA has not identified any additional Responsible Parties at this time. Assessment activities will include investigation of any additional responsible parties and notification if any additional parties are identified.

Based on the information collected to date, PENNDOT and/or their contractor responsible for installing the storm drain system may be a Responsible Party. Further evaluation of PENNDOT was being conducted by the NPFC

Based on discussions with the NPFC regarding potential liabilities, the NPFC issued a Notice of Potential Liability to Betters Real Estate Holding, LP on or about May 15, 2018 and EPA issued PENNDOT a Notice of Federal Interest on or about June 5, 2018. Based on responses back from both Betters Real Estate Holdings LP and PENNDOT, neither potential responsible party has come forward to take responsibility for the oil discharge or has stated their willingness to conduct the work.

As of the reporting period ending November 30, 2018, there is no additional information regarding enforcement activities.

2.1.4 Progress Metrics

Waste Stream	Medium	Quantity	Manifest #	Treatment	Disposal
oil	solids	3.07 tons	51518		X

oil	solids	3.24 tons	72618		X
oil	solids	3.35 tons	101118		X
oil	solids	2.45 tons	121218		X
oil	solids	0.79 tons	020719		X
oil	soils	2,858 tons	A0001 - A0105		X
oil	solids	pending	101819		X
oil	soils	pending	386868		X
oil	soils	pending	386869		X
oil	soils	pending	386840		X
oil	soild	pending	386871		X

2.2 Planning Section

2.2.1 Anticipated Activities for Next Reporting Period

2.2.1.1 Planned Response Activities

EPA will monitor the riverbank and outfall for sheening through June 2020. If conditions continue to show no sheening from the outfall or riverbank through June 2020, the boom will be removed. No additional response actions necessary.

2.3 Logistics Section

No information available at this time

2.4 Finance Section

The OSC, through CANAPS, obtained FPN E17309 and a ceiling of \$50,000.

The FOSC issued a PRFA to PADEP in the amount of \$40,000 for the containment and removal of the oil and oiled debris on or about June 28, 2017.

On or about October 17, 2017, the FOSC received a ceiling increase of \$50,000 to increase the PRFA to the PADEP to \$90,000 for continued defensive actions and removal activities.

On or about January 5, 2018, the FOSC requested an additional \$120,000 for EPA to conduct the activities listed under 2.2.1.1 Planned Response Activities. Total Ceiling was increased to \$220,000.

On or about May 7, 2018, the FOSC requested a ceiling increase to conduct the removal activities as outlined in the OPA 90 Work Plan. After discussions with the FOSC, the NPFC authorized an additional \$75,000 for EPA to continue with defensive actions including boozing and collection measures until further evaluation of the potential responsible parties could be conducted. The ceiling increase was approved on May 8, 2018 for a total ceiling of \$295,000.

On or about July 19, 2018, the FOSC submitted an updated OPA 90 Work Plan requesting \$2,116,834 to conduct the removal actions necessary to mitigate the discharge of oil and cleanup the impacted areas including the shoreline of the Ohio River.

On or about August 9, 2018, the NPFC approved the ceiling increase of \$2,116,834 for a total ceiling of \$2,411,834.

Through this Polrep, the FOSC is requesting an additional \$60,000 to cover EPA costs (direct and indirect) for the completion of the project. The current available funding is already allocated to the ERRS and START contracts as extramural funds for cleanup. EPA intramurals funding estimates were exceeded when cleanup operations for the first two phases of work took more time than estimated and the unanticipated access negotiations with the railroad.

Additional funding was approved on September 6, 2019 and new ceiling is \$2,471,834

Estimated Costs *

	Budgeted	Total To Date	Remaining	% Remaining
Extramural Costs				
PRFA to PADEP	\$66,000.00	\$66,000.00	\$0.00	0.00%
EPA Contractor - ERRS	\$1,762,731.00	\$1,393,386.00	\$369,345.00	20.95%
EPA Contractor - START	\$130,884.00	\$96,392.00	\$34,492.00	26.35%
Intramural Costs				
USEPA - Direct	\$196,337.00	\$153,640.00	\$42,697.00	21.75%
USEPA - InDirect	\$315,881.00	\$290,772.00	\$25,109.00	7.95%
Total Site Costs				
Total Site Costs	\$2,471,833.00	\$2,000,190.00	\$471,643.00	19.08%

* The above accounting of expenditures is an estimate based on figures known to the OSC at the time this report was written. The OSC does not necessarily receive specific figures on final payments made to any contractor(s). Other financial data which the OSC must rely upon may not be entirely up-to-date. The cost accounting provided in this report does not necessarily represent an exact monetary figure which the government may include in any claim for cost recovery.

2.5 Other Command Staff

No information available at this time.

3. Participating Entities

PADEP – Kevin Halloran
PADEP – Don Bialosky
PENNDOT

4. Personnel On Site

Beginning 10/8/18 - personnel on-site include:

EPA OSC -1
EPA SAO - 1 (part time)
ERRS - 7
START - 1
Rep for Property Owner - 1
Rep for PennDOT - 1

5. Definition of Terms

BGS	Below Ground Surface
ERRS	Emergency and Rapid Response Services
FPN	Federal Pollution Number
FOSC	Federal On-Scene Coordinator
HPDE	High-Density Polyethylene
MSL	Marine Safety Lab
NRC	National Response Center
PADEP	Pennsylvania Department of Environmental Protection
PBFC	Pennsylvania Fish & Boat Commission
PENNDOT	Pennsylvania Department of Transportation
PRFA	Pollution Request Funding Authorization
PRP	Potentially Responsible Party
QA/QC	Quality Assurance/Quality Control
START	Superfund Technical Assistance and Response Team
T&D	Transportation & Disposal
USCG	United States Coast Guard
USFW	United States Fish & Wildlife Service

6. Additional sources of information

No information available at this time.

7. Situational Reference Materials

No information available at this time.